

5 August 2026

Chief Executive Officer
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001

Via Email: dalodgement@brisbane.qld.gov.au

Council Reference: A007033586

Dear Sir/Madam,

RE: Response to Further Advice Request – Minor Change to a Development Approval – Material Change of Use - Office, Shop, Multiple Dwelling at 31-37 Bay Terrace, Wynnum (41 & 43 on RP850565 and 401 & 402 on Rp33048)

We write on behalf of our client, Panorama Wynnum Pty Ltd, in response to Council's 24 June 2025 e-mail regarding development at 31-37 Bay Terrace, Wynnum (41 & 43 on RP850565 and 401 & 402 on RP33048).

This written response is accompanied by:

- First Floor Plan prepared by Mode;
- Landscape Concept Plan prepared by Andrew Gold Landscape Architect;
- Traffic Engineering Report prepared by Colliers.

This letter sets out the applicant's response to each item. The numbering corresponds to the numbering in Council's 24 June 2025 e-mail request.

Planning Assessment

Access

1. The revised 6.5m wide B1 driveway with retained power pole is not supported as it does not meet the minimum separation distance (1m) from the driveway taper in accordance with BSD-2022 and is located within 1m of the TGSi contrary to AS1428.4.1.
 - a. Submit revised plans showing a relocated power pole in accordance with the above.

Response

A response to Item 1 has been provided in the accompanying Traffic Impact Statement prepared by Colliers. The relocation of the power pole was considered by the applicant and consultant team, but was determined to not be achievable, for various reasons, including notably that the asset owner has expressed a desire for the pole to not be relocated. Various alternate options have been considered, with the proposed alteration to the crossover confirmed to be the only realistic option available. As demonstrated by the provided swept paths, the proposed 900mm separation from taper to the power pole (measured perpendicular to the street), is sufficient for both the RCV and SRV design vehicles and has been certified by an RPEQ. The proposed flair also provides benefit to pedestrian movement as there is less interruption within the verge as compared to a typical B1 crossover.

Regarding the tactile ground indicators (TGSi), the proposed arrangement is determined to be consistent with the both the relevant Brisbane Standard Drawings and AS1428.4.1 as a 300mm clearance between the TGSi and the edge of the driveway (hazard) is achieved.

Planning Assessment

Landscaping/Streetscape

2. There are several variances between the proposed change application and the approval A006923107 - Landscape Works in Streetscape. Details of landscaping and streetscape works must match this approval, or a minor change must be made to A006923107 to review and assess impacts to crossfalls within the verge.
 - a. Revise proposed FLs along site boundaries to match approved FLs as shown on the Streetscape approval (A006923107).
 - b. The proposed change (ie, SK-102 'item 03') to 'remove garden bed' for access to fire cabinet (within the verge, at back of kerb) is not required. Works within the verge were approved on the Streetscape approval, and a garden bed was not approved in this location.
 - c. A garden bed with shade tree has been added to the Streetscape approval, and other minor differences are evident between High Level Architectural plans and approved Streetscape plans. It is likely an amendment in red will be imposed referring to A006923107 to ensure minor variances between the plans do not result in conflicts between the two approvals.

Response

The proposed plans have been updated to reflect the streetscape works approved by Council as part of A006923107. Attached to this submission is a revised Floor Plan – L01 (Dwg. 1102 Rev 4) prepared by Mode Design.

Planning Assessment

Parking

3. The proposed amendment to Condition 46 (iii) does not appear to be correct. Where the revised carparking is conditioned for 79 resident cars and 10 visitor cars a minimum of 89 carparking spaces would be applicable (instead of 94 as suggested). Further, Table 1 in the Traffic Report by Colliers also denotes an increase in 4 bicycle spaces.
 - a. Clarify the total number of car and bicycle parking spaces required for the changed development.

Response

As detailed within the Section 3 of the lodged Colliers Traffic Impact Assessment the revised development scheme will provide a total of 94 vehicles spaces, including 89 car spaces and five (5) motorcycle spaces. Further to this, a total of 46 bicycle spaces are being provided. Council to amend condition appropriately.

We trust the above and accompanying information suitably addresses the comments of the Council however should further clarification or information be required please contact our office.

Yours faithfully

URBAN STRATEGIES PTY LTD



Blair McPherson

SENIOR TOWN PLANNER